

The diesel engine in your road grader can take a lot of punishment on the job. But one thing it can't take is contaminated fuel.

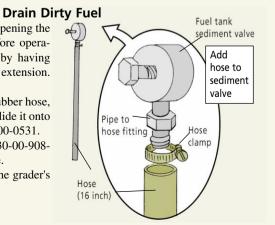
Dirty fuel clogs the engine's fuel injectors. Over time, it causes hard starting, engine knocking, misfiring, black exhaust and loss of power.

It's real simple: there is no fuel like clean fuel—always keep it free from dirt and water! **Wipe Away Crud** 

Before you start re-fueling, wipe off any dirt and water (that includes snow and ice) from around the filler cap. If it's raining or dusty, wrap a clean rag around the nozzle when you add fuel to the tank. When you're done, make sure the fuel cap is snapped down tight to keep dirt and water out.

Get rid of any dirty fuel by opening the fuel tank's sediment valve before operation. Clean up that dirty job by having your mechanic make a valve extension. Here's how:

- \* Cut a 16-in piece of 1/4-in rubber hose, NSN 4720-01-164-7803, and slide it onto a pipe fitting, NSN 4730-00-200-0531.
- \* Use a hose clamp, NSN 4730-00-908-3195, to tighten down the hose.
- \* Screw the pipe fitting into the grader's drain valve.



## **Fuel Drain Reminder**

With the extension on the sediment valve, drain water and crud into a clean glass container.

If the fuel is clear, you're OK. If the fuel does not run clear, close the valve and report it to your mechanic.

Put drained fuel into an approved hazardous waste container. **Never** dump it down a drain or onto the ground.





fter you mechanics clean out the 130G grader's battery boxes, check out the tool box. It's right above the circle drive on the vehicle's main frame.

Any water or mud that sits in the bottom of the box will turn to rust. So eyeball the area around the box's mounting bolts. Enough rust in this area could let the box fall off the frame!

Use a wire brush to scrape off rust and old paint. After cleaning, protect the bare metal inside the box with bituminous coating compound, NSN 8030-00-290-5141.



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